
This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

Google™ books

<https://books.google.com>



PAPERS

RELATING TO A

RAILWAY

BETWEEN

RANGOON & PROME,

IN

BRITISH BURMAH.

DISTANCE 180 MILES.

BEING THE FIRST STEP FOR OPENING UP THE TRADE OF UPPER BURMAH

AND

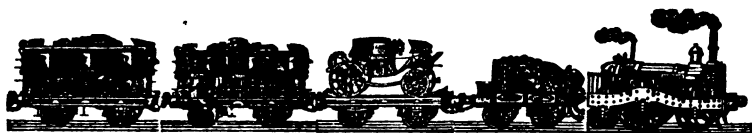
WESTERN CHINA,

ONE OF THE GREAT NECESSITIES OF OUR AGE.

LONDON :

PRINTED BY H. J. WICKS, 7 AND 8, ROLLS BUILDINGS, FETTER LANE,
FLEET STREET, E.C.

1868.



PROGRESS.

It is now demonstrated to a mathematical certainty, that we have reached that stage of progress in British Burmah, which requires us to take measures, for giving that fine Province a Railway. The proposed line from Rangoon to Prome will ultimately link our Indian possessions with the great Asiatic Empire of China. The first section which will be only 180 miles, can, from the favorable character of the route, be built at a cost of one million sterling. It will result pecuniarily in bringing handsome dividends to its Shareholders, as fast as the line is opened, because it will pass through the garden of Burmah and through its most productive and industrious regions.

Opinion of an ENGLISHMAN,

20 years a resident in that Country.



PUBLIC LETTER.

To

THE RIGHT HON. SIR STAFFORD H. NORTHCOTE,
BART, G.C.B.
Secretary of State for India.
London.

RIGHT HONORABLE SIR,

1. After a residence in Rangoon since the year 1850 and having only just returned on a visit to my native land, it is with great respect, I beg to solicit your indulgent attention to the subject of Railways in British Burmah—the last of our annexations in the East Indies.

2. It is a well known fact, that it was with extreme reluctance, that great statesman and Pro Consul, the late Marquis of Dalhousie, when Governor General of India undertook the second Burmese War, in the year 1852, for the redress of great and grievous wrongs inflicted on British subjects, by the local Burmese authorities at Rangoon.

3. Having engaged in that just struggle, the policy which the Government of India had to pursue, had been marked out as early as 1826, when the first war against Burmah was brought to a successful close. Lord Amherst directed Sir Archibald Campbell to annex the Province of Pegu, in consideration of the public services rendered to our Army by the faithful Peguans, who had aided us in that difficult war.

4. The despatch directing this measure to be carried out, did not reach General Campbell then at Yandaboo up the Irrawaddy River, till some days after the sign-

ing of the Treaty of Peace of February 1826, which ceded back Pegu to the King of Ava.

5. Through the perversity and infatuation of the Burmese Court, we could obtain no settlement of our just claims and rights, at the commencement of the second war, until our troops were in actual possession of the whole kingdom of Pegu, which it had been resolved to annex twenty-six years before, with the full approval of the late Court of Directors of the East India Company, and of his late Majesty's Board of Control.

6. The fine and fertile Province of Pegu having been thus taken under our territorial care, has made wonderful strides in the path of improvement. Its population has more than doubled in eleven years. Its trade from nothing, has grown into the enormous sum of nine millions sterling. Its people are thoroughly loyal, and attached to the Government of our Queen, and year by year, they are becoming more contented, happy, and increasing in worldly prosperity.

7. Pegu, as may thus be said, has become a sort of model Province in its administrative affairs, to our political neighbours, the Kings of Burmah and Siam, and the independent Shan Chiefs, and to the heads and Rulers of the Red Karens and other tribes, who dwell along our borders.

8. These several potentates, princes, and chiefs, keep a watchful eye on all our proceedings in British Burmah. They see us opening up all the natural highways, by placing steamers on the numerous creeks and rivers by which the country is intersected.

9. Copying our example, the King of Burmah has already purchased three river steamers and flats, by which he permits a trade to be conducted between the upper and lower Provinces. This inland trade is considerable and is yearly on the increase.

10. His Burmese Majesty has also entered into a contract with an English Engineer to supply him with two more Steamers, and he has already made, or is about to make a contract for the construction of a line of Telegraph from our northern frontier to the capital.

11. Knowing the great benefits that would accrue to his country by facilities for free communication, his Majesty once conceded the right of way from our boundary to his capital for the building of a Railway. But owing to adverse circumstances, the gentlemen to whom this privilege was granted, were unable to give effect to the project, and it has consequently lapsed by effluxion of time.

12. That the King of Burmah is intensely anxious to open up his country to British Commerce, there can be no doubt, and among the means of assisting that object, he recognizes a Railway as of first importance.

13. But upon a Court, constituted like that of Burmah, the force of example has a very potent effect.

14. His Majesty looks down south in Burmah, and sees that we are still without a single mile of Railway in our territory. *"If," says the King, "Railroads are of such immense advantage as they are described to be, why do the English not attempt to make one in their own territory? They have more trade, more capital, more skill, more energy, more enterprise than my subjects, and why do they sit still as they are doing?"*

15. The observation of an intelligent Asiatic Monarch thus comes up with peculiar power, as a charge of supineness and indifference against our civilization, and the progressive spirit of British institutions.

16. Many of the sincere friends of peace have at times been intensely anxious, lest any serious or

aggravated form of difficulty should arise between ourselves and the Burmese, which might provoke and result in a *Third War* against Burmah.

17. Numerous dacoities and border raids are constantly occurring, cattle lifting and other crimes are perpetrated, notwithstanding the vigilance and energy displayed by our provincial Police.

18. With a Court composed of antagonistic elements like that of Mandalay, there is no stability in the Government. With numerous aspirants for the throne, the present King having over sixty sons and daughters, a revolution is sometimes only the work of an hour.

19. At what moment British territory may be attacked, or in what phase an aggression on our sovereignty may occur, the wisest person, and the most sagacious officer cannot pretend to say.

20. But our Government may rest assured, that an outbreak is not only possible, but very probable on any day, and at any moment, in case of a change taking place in the actual occupant of the throne.

21. Being so impressed with the urgent necessity of having communication opened in every practicable direction, through the Provinces of Pegu, Tenasserim, and Arracan, the late and the present Chief Commissioners have done and are doing their very utmost to open up roads both for commercial and military purposes.

22. A main trunk road, like the old grand trunk road in Bengal, connecting Rangoon with Prome and other large districts, was sanctioned some years since by the Government of India, and is being pushed forward as rapidly as the nature of the work, the means afforded, and the inclemency of the monsoon will allow.

23. Though the distance is only one hundred and eighty miles, it may require weeks to traverse it in the rains. By the river it sometimes takes twelve days to reach Thayetmyo, our frontier military station, from Rangoon. The Chief Engineer of the Province, Colonel Fraser, could not reach it in less time, on a recent tour of inspection of the Public Works in the upper districts.

24. The political necessities of the case, to say nothing of its commercial aspect—might therefore be deemed to be of a nature to attract attention to this important subject.

25. As we are happily just now at peace with the King of Burmah, the public authorities in the Province cannot for obvious reasons, enter upon any speculations or considerations, relative to the probability of a third Burmese War. But it is unquestionable, that if the Court of Burmah, or any future King saw, that we were fully prepared to face him in the field in less than twenty-four hours, he would scarcely have the audacity to attempt hostilities against us.

26. But the broader argument may be looked at in this light. We have not a mile of Railway in all British Burmah—a Province twice as large as England and Wales united. Its imperial revenue paid by the inhabitants, exceeds one million sterling, and its local funds amount to between eighty and ninety thousand pounds sterling. All its expenses in the Civil, Military and Fiscal departments are met in full, and there remains a surplus, as justly stated by Lord Cranbourne, in a despatch to the Governor-General of India, of over fifty thousand pounds per annum. The chief line of our traffic lies with upper Burmah, and it is the sincere desire of all commercial men, both in India and England, and likewise in Continental Europe, to open

Western China. In eleven years the trade of the Province, notwithstanding all the difficulties with which it has had to contend, has attained to the unprecedented figure for that country, of between nine and ten millions sterling.

27. What proportion that ratio of increase will bear in future years—if assisted by the introduction of a single line of Railway, the political economist could hardly estimate with accuracy. The expansion of trade in that section of our Eastern Empire is astonishing.

28. Of the various propositions put forth, for the construction of the first section, or base line of a railway, which shall aid in developing the magnificent resources of upper and lower Burmah, there is but one opinion entertained, among all rational and reasonable men acquainted with that province. The opinions are well known on this point of Colonel Sir A. P. Phayre, the late Chief Commissioner:—of Colonel A. Fytche, the present Chief Commissioner:—of Colonel Fraser, and of Major Oliphant, the present and the late Chief Engineer of British Burmah, and of all our most intelligent European merchants.

29. The first line can but proceed in one direction to make it profitable as a commercial undertaking from the beginning,—that is, from Rangoon to Prome, in as straight a route as it can be taken, as strongly recommended (in the official correspondence hereunto attached) by the Chief Commissioner of the province, Colonel Fytche, and the Chief Engineer, Colonel A. Fraser, C. B.—a name which stands high in British India, as an able Engineer Officer, and the founder of our Light-house system on the coast of Burmah.

30. If the proposed Railroad passes from Rangoon to Prome, it will run through the most fertile section of British Burmah, the virtual garden of the province, through the seats and centres of large masses of the

population, of the agricultural wealth, and general industry of that most inviting portion of our Anglo-Burmese territory. (*Vide statistics appended.*)

31. The work could be constructed at a minimum cost of one million sterling, or from six to seven thousand pounds per mile, for all the necessary stations, plant and stock, if built under the experienced direction of Colonel Fraser. There are no difficulties of a physical nature to be overcome. The country is as level nearly as a dinner table. A few iron bridges only are required, and the remainder of the work could be done most cheaply. The necessary labour could be procured at Rangoon and along the projected line.

32. To you, Right Honorable Sir, the eyes of nearly three millions of our Burmese fellow subjects are directed, to grant them this boon, which would be at once an evidence of our advancing civilization, and of true British progress in that interesting Province.

33. The thousands of cartmen—with their suffering oxen, who toil their weary way (under a tropic Sun,) over long marches, with heavy loads, in the same manner as the cumbrous waggons of old, did in the United Kingdom less than fifty years ago—address their supplications to the head of the Indian Government in England. They trust that he will hear their prayer, and send them relief. They are ripe for the change which a Railway would introduce into their country, and the Kings of Burmah and Siam, the Chiefs and Rulers of the Shan States, and of Kerennee would hail it as a signal of undoubted improvement, stimulating them perhaps to follow as far as they are able, the noble example which we would thus set them, to improve their respective territories.

In the hope that the present appeal, put forth in

behalf of British Burmah, may meet with the consideration, which it is believed, its importance deserves.

I have the honor to be,

Right Hon. Sir,

Your most obedient and humble Servant,

JOHN DAWSON, M.D., M.R.C.S., of England.

35, Great Essex Street, Strand, London.

P.S.—Latest intelligence from Burmah—Since the above letter was written, authentic information has been received, of the complete success attending Captain Sladen's Mission to Yunan in Western China.

The Panthay Chinese Government at Momein have engaged to re-open the old traffic route between their frontiers and the territories of the King of Burmah.

A new era is thus dawning, on British Commerce, in that hitherto unexplored region, of South Eastern Asia.

No. 1163-44 C-c.

RAILWAY FROM RANGOON TO PROME.

FROM

COLONEL ALBERT FYTCH.

*Chief Commissioner of British Burmah
and Agent to the Viceroy
and Governor General.*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

FORT WILLIAM.

Dated Rangoon, The 20th January, 1868,

SIR,

Last calendar year a sum of Rupees 32,808 was charged to this Province in the Public Works department on account of the "China Route Survey." I desire to show with reference to the last paragraph of the Secretary of State's despatch No. 111, dated 31st October, 1867, forwarded to me with your No. 840 C of 11th December, 1867, that money cannot be charged to this Province on that account with fairness to the tax paying population of British Burmah.

2. I have the honor to annex a note which I requested the Secretary in this Department to draw up on a proposal of the Chief Engineer to arrange for a guaranteed Railway from Rangoon to Prome. This note fairly represents my views on the subject.

3. I further annex a map which I have had constructed, showing the country of the Irrawaddy and the Setang valleys, and a comparative statement show-

ing the population and area of cultivation due to each. It will be seen from this statement, that the valley of the Irrawaddy, has $6\frac{1}{2}$ times the population and nearly $4\frac{1}{2}$ times the cultivated area of that of the Setang. The salient points of the statement together with the lines of Railways proposed are entered on the map, so that the Governor-General in Council may clearly observe how the Province is itself affected by them. The present circuitous steam routes are dotted in black on the map.

4. I understand the object of the China Route Survey to be, to endeavour to ascertain the possibility of tapping a trade by Railway with the "200 millions" of people in China from Rangoon. The Secretary's note seems to make it plain that this will take very many years to ascertain; that, bearing in mind the difficulty of obtaining labour, the Railway would take a great many more years to make; would not pass through a country which would make any section of the line remunerative; and when made, that it is quite possible the trade looked and hoped for may be diverted to another direction.

5. The object of this Railway is entirely outside of what is my duty first to consider, viz., the happiness, advancement, and well-being of the people over whom I have been deputed to rule under the Government of India. If all the objects which the Messrs. Spyre have in view were carried out, they would simply be for the benefit of English trade, and the possible aggrandizement of Rangoon as an English Mercantile Port. They would affect the Burmese as a people in a very slight degree, though eventually it might introduce some Chinese emigrants into the Province, which is, I admit, a matter of importance. But this particular benefit is really to my mind such a remote contingency, that I cannot recommend that its consideration should interfere with what is really of great importance to the people, as well as the trade of British

Burmah. I am of opinion that, if Imperial interests require this Railway to be made, the cost of its survey should be borne by the British Imperial Exchequer and not cast on the Provincial Budget of British Burmah.

6. His Excellency the Governor-General in Council is aware, that an expedition has started for Bhamo via Mandalay to endeavour to revive the extinct trade between Western China and Upper Burmah; I cannot foretell the results of the expedition though I may confidently hope for some success. The Railway which it is now proposed to construct, would be the first section of any main line which might eventually be required to carry this trade. It has been shown in the correspondence alluded to by the Secretary, that there was originally a large trade between those two countries by this route; and the causes of its temporary extinction have been traced. On the other hand there never was a trade between the lower provinces of Pegu and Kaing-Hung, and the expedition sent from Maulmain in 1837 showed (having a due regard to political and physical difficulties) what a small probability there was of success in introducing it. The River Cambodia represents the probability of its being diverted by the French to Saigon, even if a Railway should be possible from Rangoon in this direction.

7. The late Chief Commissioner consistently advocated the opening of the trade via Bhamo and other advocates have been thought to have been influenced by a desire to see the trade via Bhamo carried across into Assam, whereby also a large introduction of Chinese labour into the Assam tea fields would be possible. A line of Railway to Mandalay, of which the line now proposed would be the first section, would give these Provinces a fair chance of securing their due share of the trade, and I should have no objection to find Assam benefitted, provided my efforts for the immediate material improvement of these Provinces

be not impeded by the attention of the Government of India, and the funds of the Province being withdrawn from what, I would respectfully state are the real interests of British Burmah.

8. The Government of India will doubtless have observed that the scheme of the Messrs. Spyre, upon a survey of which Rupees 32,808 of the funds of this Province have already been expended, entirely ignores our trade with the dominions of the King of Burmah. In an exceptionally bad year (1867) for trade, on account of the rebellion in Upper Burmah, combined with a bad year in the rice trade, the Secretary has shown what that trade is, and what it is likely to become with an open trade via Bhamo on the old route. It is my firm opinion that it is much better to facilitate this trade and to deal with what will be useful to the Province than to expend Provincial money on a speculation of what may be useful to trade outside the Province.

9. The annexed map shows how this Province, so far as the Pegu Division is concerned (and the Pegu Division contains nearly 7/10ths of the whole population of British Burmah), is divided into two parts by the Pegu Yoma chain of mountains: on the one hand (to the Westward) is the valley of the Irrawaddy running from Mandalay (the capital of Independent Burmah) past the frontier post of Thayetmyo to the sea; on the other is the valley of the Setang, a river passing by the frontier post of Toungoo to the sea. It was shown in my Administration report for 1866-67, paragraph 47, that the trade via Thayetmyo with Upper Burmah was about six times the value of that of Toungoo. A Railway to Shoay-gyeen, a section of a line to Kiang-Hung and Western China, would in a very small degree, even if it were made, favourably affect that trade.

10. The chief object of the Secretary's note how-

ever, is to show that, whatever may be the result of efforts to open a trade with China, the 1st section from Rangoon to Prome now suggested will in itself prove a success financially and provincially, while it will be of extreme value to Imperial interests, both in a Military, Civil, and Commercial sense : that while it will open up a great quantity of land for cultivation, which is much required for a population which has increased 100 per cent. in one decade, it provides that communication which is absolutely necessary to a profitable cultivation of the land. It will bring together the three richest districts in the Division, and will provide for the facile and economical movement of troops, the acceleration of the postal service, and the less expensive and more efficient administration of the country from a military and Police point of view.

11. I think that the map and statement annexed, will make it clear to His Excellency in Council that the section of the line now proposed will be remunerative, and be advantageous in the extreme to this Province, while it may, and indeed is likely to become a part of a main line to Western China, as it will be now of one to Mandalay. It will be also clear I think, that the line via Shoay-gyeen and the North East of Burmah cannot pay in any section, but must be entirely dependent on a through traffic of which we cannot be certain.

12. I am advised by both the present Chief Engineer and his predecessor, that there is no obstacle to the construction of a Railway between Rangoon and Prome beyond what is indicated in the Secretary's note (paragraph 10) and I therefore submit the project to the Governor General of India in Council in the confident hope that it will meet with the serious attention of the Government of India and the Secretary of State with reference to the propriety of allowing a guarantee at least for this one line in British Burmah ; and that the cost of the consideration of any schemes, not hav-

ing the direct or indirect good of the people of these provinces in view, may be excluded from the charges against this administration. At the commencement of operations for the Railway, the expenditure would be small and the funds for payment of interest on the capital guaranteed would be met by the Imperial Revenue so largely supported by the net revenues of British Burmah. As the amount of interest to be paid increases, our revenue will show an annual increase also; the revenue as well as the population has more than doubled since 1855.

13. I should very much fear also that the introduction of large bodies of men, for the purpose of making such a Railway as has been proposed by the Messrs. Sprye, would involve us in grave political difficulties with the tribes of our North East Frontier, some of which are independent, and others tributary to the Kings of Burmah and Siam.

14. Finally I would respectfully advise that, if the China Route Survey is to be prosecuted to the North-eastward, it should be done with a full consideration of the advantages of Martaban as its terminus in the Bay of Bengal. I think from my own knowledge that, so far as physical difficulties are concerned, and in this I am supported by my present professional adviser, a route taking the line shown in dotted red would at least avoid the Setang and Pegu Rivers, and the mountainous range to the East of Shoay-gyeen forming the water shed to the former river, and that by following from Beeling the line of the Beeling River, it might join the line of survey of Captains Williams and Luard at the Yonzaleen.* From Beeling, via Kyketo, a branch might possibly run to Setang itself: and thus that communication given from the Setang valley to the Seaboard, which is so necessary for the

*The routes surveyed by those Officers from Rangoon are shown in green lines on the annexed map. (*Map in Calcutta.*)

progress of that part of the Pegu Division and of the Tenasserim Provinces so far as its chief town of Maulmain is concerned.

It has been argued that all lines of traffic should be diverted to Rangoon as the Capital ; but Rangoon will have in my opinion quite enough to do to support its position in that respect with reference to the valley of the Irrawaddy, and it would be impolitic I think to destroy the prospects of a town which at present has as large a population as Rangoon without some really good reasons (not at present apparent to me) being advanced for carrying the line from Rangoon across the whole drainage and water-shed lines of the country.

The projected road from Rangoon to Pegu, and its extension Northwards, with the continued improvement of the water communication is all that is now required between the Irrawaddy and the Setang Valleys.

I have the honor to be,

Sir,

Your most obedient servant,

ALBERT FYTCHE, COLONEL,

Chief Commissioner of British Burmah,

and Agent to the Viceroy and

Governor General.

BRITISH BURMAH.
PUBLIC WORKS DEPARTMENT.

COMMUNICATIONS.

To
THE SECRETARY TO THE GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

No. 11633-44 C-c.

Dated Rangoon 20th January, 1868.

Received

RAILWAY FROM RANGOON TO PROME.

*Note by the Secretary to the Chief Commissioner,
British Burmah, in the Public Works Department,
on a proposal by Colonel Fraser, the Chief Engineer,
to promote the construction of a Railway from Ran-
goon to Prome.*

Dated Rangoon, 28th December 1867.

1. Referring to Colonel Fytche's Administration report for 1866-67, paragraph 266, on the subject of a Railway to Western China via the North East portion of British Burmah, I find it observed that "no serious obstacle to the construction of a Railway by this route, as far as the natural features of the country are concerned, were met with on this side of the British frontier."

2. Captain and Mr. Sprye projected "a commercial opening of the Shan States and the Western Inland Provinces of China Proper by Railway from the Port of Rangoon in the Bay of Bengal," and to catch the eye and startle the mind of the European commercial world, issued a pamphlet (1866) entitled "Commerce with the two hundred millions of people of the Shan States, Western China, &c., &c., &c., * * * and extension of the Indo European telegraph by land to Hong Kong, the Chinese Ports, Peking, &c., with a map."

I observe that while the title is on a very large scale, the illustrating map is on a very small one, indicating a desire to make much of the commerce and little of the physical difficulties which have to be overcome to get at it.

3. Knowing as the Chief Commissioner does, the difficulty which is even now experienced in keeping up the communication even with Calcutta, by electric telegraph in its passage over the Arracan mountains, covered as they are with dense forests, sparsely inhabited except by wild beasts ; and knowing how unsuccessful have been the efforts to establish even a communication by road with the 150 millions of British India, I cannot but suppose that very similar and possibly much greater difficulties will have to be encountered, especially beyond our frontier, in the endeavour to tap a trade with the "200 millions of people of China." Our ability to tap it will take a very long time to ascertain, and when tapped, it is quite impossible to say that it will flow in the direction we desire it to do. Though I would not for a moment endeavour to interfere with the prosecution of a scientific survey of the country with a view to eventualities, I would most strenuously deprecate the consideration of these grand schemes in any way interposing to prevent our considering what seems to be within our grasp ; what seems likely immediately to repay our efforts ;

what will form a basis for extended operations in Railway enterprise not yet commenced in British Burmah; and what will manifestly at once open up our own country and afford us a high road to Upper Burmah, and the means whereby we shall found the first section of a Railway which may extend in the future to Mandalay, or afterwards to Western China.

4. The whole country between Rangoon and Kiang-Hung (500 miles) must be comparatively* a pathless waste, at all events beyond Shoay-gyeen, and even up to this, the country cannot be of much value to Railway enterprise, though a Railway might result in creating traffic between the Setang and Irrawaddy valleys.

No reasonable mind could for one moment suppose that any Railway in this direction could be made to pay, except by through traffic, and the time would be so far off before any return could be got for the capital expended, that no Government, taking due thought of the finances, could recommend any interest being guaranteed on such capital so expended. It is not in the least probable that any company or companies would take such a scheme up without a guarantee. It would take years to ascertain the probability of obtaining through traffic, and further many years to make the Railway for it, and even then there would be the chance of the commerce (after all our efforts) flowing in a different direction. I think, therefore, while we hold in view the value of what has been advanced by the Messrs. Sprye as suggestive for the future, we ought to put that view aside as regards any immediate action or practical purpose, and turn to what can be proved to be of immediate practical value, and likely to be in the future, of practical use.

5. In a letter from the Chief Commissioner to Sir

* *i.e.* Compared with the country through which a line up the rich valley of the Irrawaddy to Mandalay would pass, each section of which would immediately pay.

W. Muir, dated 26th August 1867, the causes which it is believed have led to the temporary extinction of the valuable line of commerce between Western China and Burmah, via Bhamo, were traced; and it is there specially remarked (paragraph 19) that if "in 1837 a project to induce the Chinese traders to come in from Kiang-Hung to Maulmain* was thought feasible by our Government, how much more likely is the French attempt to bring the China Trade down the Cambodia River."

This clearly shows how speculative would be a grand Railway from Rangoon to Kiang-Hung extending some 400 or 500 miles through nearly pathless and uninhabited wastes, for, long before we had made its first section, the trade might have established itself on the Cambodia and be flowing to Saigon.

6. In a memorandum by the Chief Commissioner dated 3rd August 1867, "On the comparative progress of the Provinces, now forming British Burmah, under British and Native rule," it was shown (paragraph 17) that Pegu, coming into our possession in 1852 had in population increased from 631,640 souls in 1855 to 1,350,989 in 1865, or, in 10 years, 113 per cent. had been added to the population. It was further stated (paragraph 20), that the Prome District, in its Northern aspect forming our frontier in the valley of the Irrawaddy, has increased its population 156 per cent. in the 10 years mentioned. Again in paragraph 23, it is shown that the area of assessed cultivation has increased from 539,808 to 991,102 acres or 83 per cent.; customs from £56,281 to £151,088; the total revenue from £297,753 to £646,462; while the entire trade rose from £2,143,100 to £7,300,224 in the Pegu Division alone between 1855-56 and 1866-67. Arracan and Tenasserim have not advanced to the same extent, simply because their physical conditions are

*The difficulties of the land route having been reported so great as to prevent the success of such an enterprise.

not so favourable as those of Pegu. It may also be shown that, on account similarly of the physical condition of the Setang and the Setang valley (through which the first section of the Railway proposed by the Messrs. Sprye would pass) the great advance indicated above has taken place chiefly in the rich and fertile districts watered by the Irrawaddy.

The waters of this river have only to be confined within necessary and convenient limits in order to turn the whole delta into cultivated country, and in doing this, a Railway to Prome would largely assist. In the first paragraph of Colonel Fytche's memorandum it is said that "during this year (1867), had it not been for "the rich granaries of Pegu that supplied Upper Burmah with rice, a famine would have succeeded the "civil war which raged last year," and that as the natives of Upper Burmah themselves say, "Here in "British Burmah your villages are becoming towns, "but with us in Upper Burmah, our towns are becoming villages."

I might add to this, that it was owing to the rich granary of Pegu that the famine stricken people of Orissa were not driven even to greater straits than they were.

7. Let me turn again to the Administration Report of Colonel Fytche for 1866-67, and I find that the total trade with Upper Burmah (1866-67), export and import was £1,117,469; that among articles exported to Upper Burmah, piece goods and yarn reached the value of £232,865, and raw silk £44,340; all of which would pass over any Railway between Rangoon and Prome.

8. A Railway between Rangoon and Prome would form the foundation, or first section, of any extension towards Mandalay, Bhamo and Western China. It would have its South Terminus at Rangoon, the chief market and port of the country, and its Northern

Terminus at Prome, the chief depot at present* for the trade between foreign countries, Rangoon and Independent Burmah. Rangoon is a town of 69,886 inhabitants, Prome of 22,739; and, in the next 10 years, they may be expected naturally (irrespective of immigration which has been shown to be enormous) to increase at present rates 50 per cent.

9. The Chief Engineer, observes that the line of our present (not finished) trunk road runs, as shown on the accompanying map, on the East side of the River Hlyne. This river is identical with the Rangoon River at Rangoon, and with the Myat-maka Choung at Prome. He would recommend that the Railway should run on the same side as the trunk road as far as Maubee, and there cross and run up the "Doab," to the foot of the hills running South (easterly) from Prome, leaving it to a survey to determine on which side of these hills the Railway should be continued to Prome, his own idea being, that while the trunk road should pass to the East through the rich districts of POUNGDAY and ENGMA the Railway should open out the district of SHOAY-DOUNG, with its chief town of Shoay-doung of 9,500 inhabitants.

10. In another memorandum on the subject of embankments, Colonel Fraser shows that the Hlyne and the Irrawaddy Rivers run nearly parallel from Prome to Rangoon; and he thinks the former while taking up all the water shed from the Pegu Yoma mountains, also carries off the spill from the floods of the latter river. He has no doubt that the Hlyne was formerly the main bed of the Irrawaddy which debouched into the Delta through the POUNGDAY district at Prome. He moreover thinks, that the tendency of the movement of the bed of the Irrawaddy is to the westward

* I say at "present," because, by the extension of trade, there may be a still more important *dépôt* more to the North, but it would be of course on the line of communication, the first section of which is now proposed.

as the general fall of the country is towards the Bassein River which is the deepest outlet of all to the sea. It will be observed therefore, that the only obstacle to be overcome of any importance, is to bridge the Hlyne River; beyond this, there is nothing to do between Rangoon and Prome, north of the bridge, but to raise the rails above the flood level of the Irrawaddy, leaving sufficient waterway for its spill into the Hlyne.

The embankment for the Railway might probably be utilized in part of a general reclamation scheme for the country embraced between the Panlang Creek to the South, Prome to the North, and the Irrawaddy and Hlyne Rivers to the West and East. But it is better to keep projects of this nature separate as they would have to be executed under a different organization and establishment, though it is as well generally to hold in view their possible connection. We have already projected the expense of bridging all the streams running from the Pegu Yoma range to the Hlyne; and it would be useless doing the work twice for a Railway. Besides by distinct lines of communication, we open up more country and render it available for the plough which is the present desideratum.

11. Mr. Gordon, C.E., the Executive Engineer of the Upper Pegu and Arracan roads, has stated, that he believes that the Tharawaddy Division forming the Eastern half (on the left bank of the Irrawaddy) of the Myanounge district, has the highest producing power of any in the country. The Railway would pass through this district, and thence into that of Prome and would tap the highly productive and populous parts of the Prome District about Pongday, Tahpoon, Engma and Shoaydounge. The producing power, and the population of the Myanounge District on the right bank of the Irrawaddy have already been largely increased by the system of embankments proposed for the right bank of the river by the late Lieutenant Colonel Short, R.E., now being carried out. The Railway would secure the

passenger traffic certainly of this district although on the opposite side of the river. The Burmese are well known to be a travelling race, and would gladly avail themselves of the means of transit to Rangoon afforded them by railway of 180 miles in 9 hours, against what it takes them $7\frac{1}{2}$ days on an average (10 days up and 5 days down) to accomplish by boats. I am not quite prepared to say that rice would be brought to Rangoon by rail, but when we consider the number of men employed on a large boat loaded with rice, the time taken, and the risk run, I cannot but suppose that a Railway would carry almost the whole of the rice in the districts through which it would pass, either upward to Prome to export to Upper Burmah, or downward to Rangoon, for export to foreign countries or India.

12. Our main line of Trunk road passing the whole way to the frontier along the East bank of the Irrawaddy is to debouch on the frontier at Meaday, on the left bank, 42 miles above Prome by the road.

Our frontier force is placed at Thayetmyo 47 miles above Prome by the River, and about 5 miles below Meaday on the right bank of the Irrawaddy.

We thus have a broad and rapid river interposed between the position of our frontier post (a wing of an European Regiment, a Battery of Artillery and a Native Infantry Regiment), and the line of our communication with the base at Rangoon. All military operations must be carried on if required on the left bank of the river above Prome.

Our military position is therefore, (especially since the abandonment of Meaday) a very false one at present.

I am a strenuous advocate of not trusting in military operations alone, to railway communication for support from the base.

Thus it seems to me clear that, by having a Railway and a road to Prome, we should really be in a stronger

military position without the force at Thayetmyo, than we are at present with that force and without a railway. For, with a railway to Prome, and the road finished to Meaday, (as is now projected) we could send a force from Rangoon to the frontier almost as quickly and with less expense than we could act on the frontier with the force at Thayetmyo, and if we have the Railway extended to Meaday, as will certainly eventually prove necessary, our military position might be made very much stronger with a smaller force, although the force of British Burmah is only 3,500 men, aided by some 5,500 police. The expense of maintaining the portion of the force on the Western frontier would therefore be very much decreased by means of the Railway.

13. The prevalence of dacoity and crime in the Prome District is caused chiefly by its proximity to the Burmah frontier. The efforts of the police to put it down would be materially aided by the Railway, as the force on the frontier could be at once supported from the lower districts; and besides, the fact of this additional means of communication will render the country less liable to predatory attacks, and might moreover, enable the Inspector-General of Police to make a considerable reduction of his force of constables.

14. In regard to the mails it is remarked by Colonel Fytche in his Administration Report—which I have so often alluded to—that “off main lines of water way, “postal communication can scarcely be said to be established.”

As Chief Engineer of this Province I was, only the other day, 12 days getting to Thayetmyo from Rangoon even by steamer, and though this was an exceptional case, I believe it shows what might happen on any occasion of more importance. I think with the Naweng and Boolay nullahs above Prome bridged, and a Railway journey of 9 hours from Rangoon to Prome, the distance to Thayetmyo could easily be done in 18

hours. Thayetmyo has been known to be actually 6 weeks without communication with Rangoon by a simultaneous breaking down of the steamers and interruption to the telegraph line.

15. The Department of Public Works is very much under-handed in proportion to the requirements of the country. Reclamation of land, improvement of towns, and communications are the chief items to which the efforts of the Department are now directed, and if these efforts could be supplimented in the last item by the introduction of an independent body of Railway Engineers, under strict Government control, it would conduce much, and give a great impetus to the material progress of the country.

16. I have endeavoured to show in the preceding paragraphs, that the Railway to Prome as between two increasing populous towns, and two increasing rich and cultivated districts would pay itself—while greater profits must arise from carrying over it all the Manchester goods, &c., exported to the North of British Burmah, as far as Prome, and many articles of export from Upper Burmah through Prome to Rangoon. When the effects of the recent treaty with the King of Burmah come to be felt in their full force, and communication with the Shan States and Western China be opened out, this line of Railway must form the first section of any extension, and although at first a single line of rails might answer, the embankments and the bridges should certainly be built for a double line. An expedition has already started to try and re-establish our trade with the Shan States, Yunan, and Western China, and if successful, the Railway will prove of the highest importance to commerce, and may very possibly help more effectually to bring about that communication with the “two hundred millions of people,” than the plan proposed by the Messrs. Sprye. But whether successful or not, I think I have shown that, under present conditions, the Railway is one which

will thoroughly pay its shareholders, while it will be all important to the country through which it passes.

17. On the assumption therefore, that the Railway will pay, and may become the first section of Railway communication, in concert with the King of Burmah, with Western China, and the foundation of an extension of Railway enterprise in British Burmah itself; that it will be a great power to the British Government in a military sense; that it will be invaluable to the country in the acceleration of and extension of postal communication; that it will assist largely the efforts of the police to reduce dacoity and crime, and certainly admit of a reduction of force both military and police; that it will open up large and fertile tracts of land, and will assist in reclaiming portions of that land for the use of our annually increasing population; and, seeing that all Provinces in India have been provided with Railways on a Government guarantee, although it has been shown (see Colonel Fytche's letter No. 652, T dated 17th April 1867 to the Government of India in the Home Department on License Tax) that the people of those Provinces are not nearly so heavily taxed as are the people of British Burmah, while the quota of revenue annually provided for the general service of the Empire is greater in proportion from British Burmah than from any other Province, except Bengal Proper; I cannot but think that, with the strong recommendation of the Chief Commissioner, the Government of India would be glad to look with favour upon a project which is likely to be attended with such valuable results, whether we look at it from a financial, a military, or a commercial point of view, or in connection with the well-being and happiness of the people of Pegu, and would be prepared to give a guarantee for the capital required, for this one line in British Burmah, after they had been satisfied by actual survey that the work could be carried out at a reasonable cost.

18. I have no doubt further, that the project would aid the introduction of the Chinese element among the population of the country, a matter which was considered by Colonel Sir A.P. Phayre, and is, I believe so considered by Colonel A. Fytche, of the highest importance. There is already the nucleus of this population at the ports of Pegu and Tenasserim, the former probably having a population of some 5,000 Chinese and the latter some 7,000.

19. The fuel necessary to obtain the steam power for working the locomotive engines would necessarily at first be of wood, of which there is an inexhaustible supply on many parts of the line; and while there are few obstacles to overcome, sleepers for the permanent way can be obtained at a very small cost.

ALEX. FRASER, LT. COL. R.E.

Secretary to the Chief Commissioner

British Burmah.

P.W.D.

(DOCKET.)

BRITISH BURMAH.

PUBLIC WORKS DEPARTMENT.

Memorandum by Lieutenant Colonel Fraser, R.E., C.B., Secretary to the Chief Commissioner, British Burmah, in the Public Works Department, on Railway communication between Rangoon and Prome.

Rangoon, Dated 28th December, 1867.

Statistics of Population and Area of Cultivation on the proposed line of Railway here follows.—See succeeding page.

DISTRICTS.	TOWNSHIPS.	Valley of the Sit-toung.	POPULATION.					Total Columns 3 and 8.
			VALLEY OF THE IRRAWADDY.					
			EAST OF IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy 6 and 7.	
			East of Hleing	West of Hleing.	Totals of 4&5.			
1	2	3	4	5	6	7	8	9
RANGOON DISTRICT.	1. Thonzay ...	"	3,076	3,076	6,152	"	6,152	6,152
	2. Okkan ...	"	3,089	3,089	6,178	"	6,178	6,178
	3. Myoungtanga ...	"	3,663	"	3,663	"	3,663	3,663
	4. Oingaloung ...	"	"	3,959	3,959	"	3,959	3,959
	5. Bawlay ...	"	"	4,089	4,082	"	4,082	4,082
	6. Hmaubyee ...	"	3,836	"	3,836	"	3,836	3,836
	7. Lingon ...	"	4,463	"	4,463	"	4,463	4,463
	8. Kyamgon ...	"	3,610	"	3,610	"	3,610	3,610
	9. Kondan ...	"	5,092	"	5,092	"	5,092	5,092
	10. Mingaladon ...	"	5,049	"	5,049	"	5,049	5,049
	11. Padan ...	"	"	3,907	3,907	"	3,907	3,906
	12. Kasin ...	"	"	2,889	2,889	"	2,889	2,889
	13. Htantabin ...	"	"	2,408	2,408	"	2,408	2,408
	14. Kyoonoo ...	"	"	4,777	4,777	"	4,777	4,777
	15. Ingaboo ...	"	"	4,279	4,279	"	4,279	4,279
	16. Tagay ...	"	"	5,734	5,734	"	5,734	5,734
	17. Yandoon ...	"	"	8,893	8,893	"	8,893	8,893
	18. Juzyat ...	"	"	3,846	3,846	"	3,846	3,846
	19. Kattiah ...	"	"	3,740	3,740	"	3,740	3,740
	20. Thongwa ...	"	"	5,872	5,872	"	5,872	5,872
	21. Maline (West)	"	"	9,390	9,390	"	9,390	9,390
	22. Maline (East)	"	"	5,087	5,087	"	5,087	5,087
	23. Twantay ...	"	"	4,457	4,457	"	4,457	4,457
	24. Indapoora ...	"	"	5,189	5,189	"	5,189	5,189
	25. Kawhmoo ...	"	"	4,265	4,265	"	4,265	4,265
	26. Pyo-bway ...	"	"	3,492	3,492	"	3,492	3,492
	27. Htanmanine ...	"	"	3,721	3,721	"	3,721	3,721
	28. Pantilyne ...	"	"	4,620	4,620	"	4,620	4,620
	29. Mot-kyoon ...	"	"	4,053	4,053	"	4,053	4,053
	30. La-wadee ...	"	"	4,671	4,671	"	4,671	4,671
		Carried over ...	"	31,878	109,496	141,374	"	141,374

3)

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 16.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
"	3,428	3,427	6,855	"	6,855	6,855
"	2,854	2,855	5,709	"	5,709	5,709
"	3,205	"	3,205	"	3,205	3,205
"	"	2,442	2,442	"	2,442	2,442
"	"	3,305	3,305	"	3,305	3,305
"	5,175	"	5,175	"	5,175	5,175
"	5,746	"	5,746	"	5,746	5,746
"	6,724	"	6,724	"	6,724	6,724
"	5,975	"	5,975	"	5,975	5,975
"	3,839	"	3,839	"	3,839	3,839
"	"	6,450	6,450	"	6,450	6,450
"	"	6,159	6,159	"	6,159	6,159
"	"	3,149	3,149	"	3,149	3,149
"	"	3,394	3,394	"	3,394	3,394
"	"	662	662	"	662	662
"	"	4,986	4,986	"	4,986	4,986
"	"	4,509	4,509	"	4,509	4,509
"	"	2,447	2,447	"	2,447	2,447
"	"	1,132	1,132	"	1,132	1,132
"	"	3,759	3,759	"	3,759	3,759
"	"	5,873	5,873	"	5,873	5,873
"	"	12,377	12,377	"	12,377	12,377
"	"	14,280	14,280	"	14,280	14,280
"	"	253	253	"	253	253
"	"	4,040	4,040	"	4,040	4,040
"	"	2,575	2,575	"	2,575	2,575
"	"	9,153	9,153	"	9,153	9,153
"	"	6,217	6,217	"	6,217	6,217
"	"	7,879	7,879	"	7,879	7,879
"	"	4,092	4,092	"	4,092	4,092
"	36,946	115,415	152,361	"	152,361	152,361

Districts.	TOWNSHIPS.	POPULATION.						
		Valley of the Sit-toung.	VALLY OF THE IRRAWADDY.				Total Columns 3 and 8.	
			EAST OF IRRAWADDY.			West of the Irrawaddy.		Total of the Valley of the Irrawaddy 6 and 7.
			East of Hleing.	West of Hleing.	Totals of 4&5.			
1	2	3	4	5	6	7	8	9
RANGOON DISTRICT.	Brought forward	"	31,878	109,496	141,374	"	141,374	141,374
	31. Kodongu ...	"	"	4,667	4,667	"	4,667	4,667
	32. Phyapon ...	"	"	5,113	5,113	"	5,113	5,113
	33. Dawdane ...	"	"	3,709	3,709	"	3,709	3,709
	34. Wagamay ...	"	"	3,344	3,344	"	3,344	3,344
	35. Pyindary ...	"	"	2,454	2,454	"	2,454	2,454
	36. Kyonton ...	"	"	2,303	2,303	"	2,303	2,303
	37. Kyaitlat ...	"	"	4,362	4,362	"	4,362	4,362
	38. Hseit tha ...	"	"	2,195	2,195	"	2,195	2,195
	39. Myinkadong	"	"	1,737	1,737	"	1,737	1,737
	40. Thanlyin ...	"	2,738	"	2,738	"	2,738	2,738
	41. Kyouktynepyin	"	2,586	"	2,586	"	2,586	2,586
	42. O-goon ...	"	6,081	"	6,081	"	6,081	6,081
	43. Yoon ...	"	4,979	"	4,979	"	4,979	4,979
	44. Hma-woon ...	"	4,804	"	4,804	"	4,804	4,804
	45. Poogan doun	"	6,733	"	6,733	"	6,733	6,733
	46. Kyonk-kyoung	"	3,201	"	3,201	"	3,201	3,201
	47. Tsestpin ...	"	3,263	"	3,263	"	3,263	3,263
	48. Phagoo ...	3,628	"	"	"	"	"	3,628
	49. Nyounglin	7,542	"	"	"	"	"	7,542
	50. Pega ...	9,738	"	"	"	"	"	9,738
	51. Kawlyeeya ...	1,707	"	"	"	"	"	1,707
	52. Myinzaya ...	5,871	"	"	"	"	"	5,871
	53. Zyneganyne	6,469	"	"	"	"	"	6,469
	54. Htamdawgyee	2,322	"	"	"	"	"	2,322
	55. Lagoon Byin	1,541	"	"	"	"	"	1,541
	56. Phonngyee ...	1,830	"	"	"	"	"	1,830
	57. Yatho ...	6,065	"	"	"	"	"	6,065
58. Kyungalay	6,783	"	"	"	"	"	6,783	
	Carried over ...	53,496	66,263	139,380	205,643	"	205,643	259,139

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing.	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
"	36,946	115,415	152,361	"	152,361	152,361
"	"	11,435	11,435	"	11,435	11,435
"	"	2,254	2,254	"	2,254	2,254
"	"	5,939	5,939	"	5,939	5,939
"	"	6,534	6,534	"	6,534	6,534
"	"	1,156	1,156	"	1,156	1,156
"	"	1,588	1,588	"	1,588	1,588
"	"	2,330	2,330	"	2,330	2,330
"	"	"	"	"	"	"
"	"	70	70	"	70	70
"	3,299	"	3,299	"	3,299	3,299
"	3,879	"	3,879	"	3,879	3,879
"	14,732	"	14,732	"	14,732	14,732
"	14,703	"	14,703	"	14,703	14,703
"	12,866	"	12,866	"	12,866	12,866
"	12,066	"	12,066	"	12,066	12,066
"	5,607	"	5,607	"	5,607	5,607
"	9,564	"	9,564	"	9,564	9,564
9,652	"	"	"	"	"	9,652
12,977	"	"	"	"	"	12,977
12,845	"	"	"	"	"	12,845
1,440	"	"	"	"	"	1,440
6,377	"	"	"	"	"	6,377
9,016	"	"	"	"	"	9,016
2,132	"	"	"	"	"	2,132
3,120	"	"	"	"	"	3,120
726	"	"	"	"	"	726
16,333	"	"	"	"	"	16,333
10,494	"	"	"	"	"	10,494
85,112	113,662	146,721	260,383	Google	260,383	345,495

POPULATION.

TOWNSHIPS.	Valley of the Sit-toung	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.	Total Columns 3 and 8.
		EAST OF IRRAWADDY.			West of the Irrawaddy.		
		East of Hleing	West of Hleing	Totals of 4 & 5			
2	3	4	5	6	7	8	9
Brought forward	53,496	66,263	139380	205643	"	205,643	259,139
9. Dhayne ...	4,175	"	"	"	"	"	4,175
10. Khay-ya-kyo	3,916	"	"	"	"	"	3,916
11. Mahooya ..	3,580	"	"	"	"	"	3,580
12. Poozoondoung	"	22,243	"	22,243	"	22,243	22,243
13. Kimmendine	"	13,938	"	13,938	"	13,938	13,938
14. Rangoon (east)	"	8,055	"	8,055	"	8,055	8,055
15. Rangoon (west)	"	11,745	"	11,745	"	11,745	11,745
16. Dallah ...	"	"	4,279	4,279	"	4,279	4,279
17. Lammadaw...	"	8,529	"	8,529	"	8,529	8,529
18. Cantonments	"	1,077	"	1,077	"	1,077	1,077
1. Myoma Donabew	"	"	"	"	4,192	4,192	4,192
2. Thaboung ...	"	"	"	"	1,113	1,113	1,113
3. Thagine ...	"	"	"	"	7,696	7,696	7,696
4. Bawdee, ...	"	"	"	"	2,229	2,229	2,229
5. Kyuntanee ...	"	"	"	"	206	206	206
6. Ahkyaw ...	"	"	"	"	1,324	1,324	1,324
7. Peinkatha ...	"	"	"	"	835	835	835
8. Hnay-gyo ...	"	"	"	"	1,608	1,608	1,608
9. Kyungoo ...	"	"	"	"	1,521	1,521	1,521
10. Gnyounggyoung	"	"	"	"	2,228	2,228	2,228
11. Thabew ...	"	"	"	"	3,326	3,326	3,326
12. Myoma-zaloon	"	"	"	"	3,350	3,350	3,350
13. Beinnya ...	"	"	"	"	1,545	1,545	1,545
14. Thanlaybin...	"	"	"	"	2,355	2,355	2,355
15. Thanathabouk	"	"	"	"	1,691	1,691	1,696
16. Kaukut ...	"	"	"	"	1,885	1,885	1,885
17. Gnyoungbeenthe	"	"	"	"	2,169	2,169	2,169
18. Htonetarop ...	"	"	"	"	1,829	1,829	1,829
19. Ahbyeen ...	"	"	"	"	1,437	1,437	1,437
Carried over...	65,167	131850	143659	275509	42,539	318,048	383,215

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing.	West of Hleing.	Totals of 11 and 12			
10	11	12	13	14	15	16
85,112	113,661	146,721	260,383	"	260,383	345,495
12,267	"	"	"	"	"	12,267
10,822	"	"	"	"	"	10,822
5,934	"	"	"	"	"	5,934
"	148	"	148	"	148	148
"	88	"	88	"	88	88
"	"	"	"	"	"	"
"	"	"	"	"	"	"
"	"	916	916	"	916	916
"	"	"	"	"	"	"
"	"	"	"	"	"	"
"	"	"	"	1,548	1,548	1,548
"	"	"	"	533	533	533
"	"	"	"	8,667	8,667	8,667
"	"	"	"	157	157	157
"	"	"	"	"	"	"
"	"	"	"	717	717	717
"	"	"	"	41	41	41
"	"	"	"	1,454	1,454	1,454
"	"	"	"	1,208	1,208	1,208
"	"	"	"	1,711	1,711	1,711
"	"	"	"	2,584	2,584	2,584
"	"	"	"	189	189	189
"	"	"	"	1,800	1,800	1,800
"	"	"	"	2,660	2,660	2,660
"	"	"	"	830	830	830
"	"	"	"	1,718	1,718	1,718
"	"	"	"	3,489	3,489	3,489
"	"	"	"	750	750	750
"	"	"	"	2,151	2,151	2,151
1 14,135	113,898	147,637	261,535	32,207	293,742	407,877

DISTRICTS.	TOWNSHIPS.	POPULATION						Total Columns 3 and 8.	
		Valley of the Sit-toung	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.		
			EAST OF IRRAWADDY.			West of the Irrawaddy.			
			East of Hleing.	West of Hleing.	Totals of 4 & 5.				
1	2	3	4	5	6	7	8	9	
MYANONG DISTRICT.	Brought forward	55,167	131,856	143,659	275,509	42,539	318,048	383,215	
	20. Ahpyouk ...	"	"	"	"	4,345	4,345	4,345	
	21. Yinay ...	"	"	"	"	208	208	208	
	22. Ahtthot ...	"	"	"	"	1,122	1,122	1,122	
	23. Pine Kyun ...	"	"	"	"	1,819	1,819	1,819	
	24. Myomahenzadah	"	"	"	"	11,857	11,857	11,857	
	25. Anonk-pet ..	"	"	"	"	5,096	5,096	5,096	
	26. Kyoung-gwee	"	"	"	"	4,879	4,879	4,879	
	27. Hlaytseit ...	"	"	"	"	1,175	1,175	1,175	
	28. Gnyoungbenyua	"	"	"	"	2,519	2,519	2,519	
	29. Kyunpah ...	"	"	"	"	2,456	2,456	2,456	
	30. Khabine ...	"	"	"	"	2,140	2,140	2,140	
	31. Thanouthan...	"	"	"	"	986	986	986	
	32. Toungbotaya	"	"	"	"	3,961	3,961	3,961	
	33. Dooyah ..	"	"	"	"	5,173	5,173	5,173	
	34. Thamo ...	"	"	"	"	2,103	2,103	2,103	
	35. Thatsee ...	"	"	"	"	2,132	2,132	2,132	
	36. Dambee ...	"	"	"	"	2,684	2,684	2,684	
	37. Myokwin ...	"	"	"	"	808	808	808	
	38. Laydeekanbla	"	"	"	"	5,836	5,836	5,836	
	39. Myoma Okpho	"	"	"	"	9,717	9,717	9,717	
	40. Yaygyan ...	"	"	"	"	2,531	2,531	2,531	
	41. Tseebin ...	"	"	"	"	5,835	5,835	5,835	
	42. Thitkaybin ...	"	"	"	"	4,103	4,103	4,103	
	43. Chionkyua ...	"	"	"	"	5,671	5,671	5,671	
	44. Kwingouk ...	"	"	"	"	8,319	8,319	8,319	
	45. Myomakanoung	"	"	"	"	2,756	2,756	2,756	
	46. Kyeetodaw...	"	"	"	"	638	638	638	
	47. Konetalone ..	"	"	"	"	723	723	723	
	48. Obo ...	"	"	"	"	972	972	972	
		Carried over ...	65,167	131,856	143,659	275,509	42,539	420,612	485,779

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14	
	East of Hleing.	West of Hleing.	Totals of 11 and 12			
10	11	12	13	14	15	16
114,135	113,898	147,637	261,535	32,207	293,742	407,877
"	"	"	"	3,765	3,765	3,765
"	"	"	"	"	"	"
"	"	"	"	388	388	388
"	"	"	"	1,123	1,123	1,123
"	"	"	"	135	135	135
"	"	"	"	1,739	1,739	1,739
"	"	"	"	3,432	3,432	3,432
"	"	"	"	243	243	243
"	"	"	"	923	923	923
"	"	"	"	2,464	2,464	2,464
"	"	"	"	1,217	1,217	1,217
"	"	"	"	880	880	880
"	"	"	"	3,015	3,015	3,015
"	"	"	"	5,033	5,033	5,033
"	"	"	"	2,026	2,026	2,026
"	"	"	"	2,923	2,923	2,923
"	"	"	"	1,736	1,736	1,736
"	"	"	"	353	353	353
"	"	"	"	4,465	4,465	4,465
"	"	"	"	4,690	4,690	4,690
"	"	"	"	48	48	48
"	"	"	"	5,589	5,589	5,589
"	"	"	"	1,082	1,082	1,082
"	"	"	"	3,873	3,873	3,873
"	"	"	"	6,186	6,186	6,186
"	"	"	"	752	752	752
"	"	"	"	161	161	161
"	"	"	"	610	610	610
"	"	"	"	191	191	191
114,135	113,898	147,637	261,535	91,249	352,784	466,919

DISTRICTS.

MYAUNG DISTRICT.

POPULATION.

DISTRICTS.	TOWNSHIPS.	POPULATION.						
		Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.	Total Columns 3 and 8.
			EAST OF IRRAWADDY.			West of the Irrawaddy.		
			East of Hleing.	West of Hleing.	Totals of 4 & 5.			
1	2	3	4	5	6	7	8	9
MYANONG DISTRICT.	Brought forward	65,167	131850	143659	275509	145,103	420,612	485,779
	49. Kanoungngay	"	"	"	"	1,158	1,158	1,158
	50. Inkalaw ...	"	"	"	"	686	686	686
	51. Ngapeetseit ...	"	"	"	"	976	976	976
	52. Shwegyeen ...	"	"	"	"	1,467	1,467	1,467
	53. Ahgyaw ...	"	"	"	"	1,527	1,527	1,527
	54. Thabyoo ...	"	"	"	"	1,442	1,442	1,442
	55. Matoungda ...	"	"	"	"	1,074	1,074	1,074
	56. Tsineyua ...	"	"	"	"	447	447	447
	57. Yuatheera ...	"	"	"	"	234	234	234
	58. Myinwadoung	"	"	"	"	715	715	715
	59. Thaybo ...	"	"	"	"	1,106	1,106	1,106
	60. Winkaba ...	"	"	"	"	1,103	1,103	1,103
	61. Gnyoungyuaquay	"	"	"	"	94	94	94
	62. Guindaw ...	"	"	"	"	77	77	77
	63. Ngyoung-gin	"	"	"	"	167	167	167
	64. Teinkay ...	"	"	"	"	608	608	608
	65. Kynaytsein ...	"	"	"	"	734	734	734
	66. Thanatkong	"	"	"	"	621	621	621
	67. Gnyoungyua-gyee	"	"	"	"	3,333	3,333	3,333
	68. Yuadoung ...	"	"	"	"	1,156	1,156	1,156
	69. Kwintha ...	"	"	"	"	2,222	2,222	2,222
	70. Myanoung ...	"	"	"	"	8,644	8,644	8,644
	71. Toungbin ...	"	"	"	"	1,479	1,479	1,479
	72. Thunthorebin	"	"	"	"	6,804	6,804	6,804
	73. Koondaw ...	"	"	"	"	1,817	1,817	1,817
	74. Yaydwihla	"	"	"	"	1,922	1,922	1,922
75. Yindaw ...	"	"	"	"	536	536	536	
76. Thengong	"	"	"	"	1,607	1,607	1,607	
77. Koeng ...	"	"	"	"	1,770	1,770	1,770	
	Carried over ...	65,167	131850	143659	275,509	190,629	466,138	531,305

AREA OF PADDY CULTIVATION.

Valley of the Sit- tong.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irra- waddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
114,135	113,898	147,637	261,535	91,249	352,784	466,919
"	"	"	"	272	272	272
"	"	"	"	209	209	209
"	"	"	"	162	162	162
"	"	"	"	21	21	21
"	"	"	"	"	"	"
"	"	"	"	105	105	105
"	"	"	"	654	654	654
"	"	"	"	384	384	384
"	"	"	"	233	233	233
"	"	"	"	403	403	403
"	"	"	"	884	884	884
"	"	"	"	531	531	531
"	"	"	"	41	41	41
"	"	"	"	"	"	"
"	"	"	"	64	64	64
"	"	"	"	854	854	854
"	"	"	"	201	201	201
"	"	"	"	383	383	383
"	"	"	"	26,199	26,199	26,199
"	"	"	"	332	332	332
"	"	"	"	461	461	461
"	"	"	"	609	609	609
"	"	"	"	563	563	563
"	"	"	"	3,152	3,152	3,152
"	"	"	"	1,158	1,158	1,158
"	"	"	"	1,132	1,132	1,132
"	"	"	"	537	537	537
"	"	"	"	989	989	989
"	"	"	"	1,366	1,366	1,366
114,135	113,898	147,637	261,535	132,648	394,183	508,318

POPULATION.

VALLEY OF THE IRRRAWADDY.

TOWNSHIPS.	POPULATION.						Total Columns 3 and 8.
	Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.	
		EAST OF IRRAWADDY.			West of the Irrawaddy.		
		East of Hleing	West of Hleing.	Totals of 4&5.			
2	3	4	5	6	7	8	9
Brought forward...	65,167	131,850	143,659	275,509	190,629	466,138	531,305
'8 Padaw ...	"	"	"	"	4,145	4,145	4,145
'9 Petmakhan	"	"	"	"	1,097	1,097	1,097
30. Kyaiktun ...	"	"	"	"	2,218	2,218	2,218
31. Gnyoungmyetsway	"	"	"	"	2,361	2,361	2,361
32. Kyangyeen ...	"	"	"	"	4,547	4,547	4,547
33. Yuathit ...	"	"	"	"	4,829	4,829	4,829
34. Pay-yay ...	"	"	"	"	4,345	4,345	4,345
35. Inloot ...	"	"	"	"	4,141	4,141	4,141
36. Myoung-gyee ...	"	"	"	"	2,135	2,135	2,135
37. Ahlone ...	"	"	"	"	1,530	1,530	1,530
38. Chioung-gwa...	"	"	"	"	1,211	1,211	1,211
39. Tsonehlay ...	"	"	"	"	2,523	2,523	2,523
30. Kya Eng ...	"	"	"	"	918	918	918
31. Tounglet ...	"	"	2,333	2,333	"	2,333	2,333
32. Myouklet ...	"	"	4,095	4,095	"	4,095	4,095
33. Beeling ...	"	2,581	2,582	5,163	"	5,163	5,163
34. Tsadootheeyee	"	4,846	"	4,846	"	4,846	4,846
35. Letpadan ...	"	5,948	"	5,948	"	5,948	5,948
36 Kaynee ...	"	4,370	"	4,370	"	4,370	4,370
37. Tounghola ...	"	2,990	"	2,990	"	2,990	2,990
38. Shweloung ...	"	3,169	"	3,169	"	3,169	3,169
39. Mongyo ...	"	"	6,702	6,702	"	6,702	6,702
00. Taingdaw ...	"	"	6,444	6,444	"	6,444	6,444
01. Yindikepin ...	"	7,484	"	7,484	"	7,484	7,484
02. Khonit-ywa ...	"	"	5,977	5,977	"	5,977	5,977
03. Myodwin ...	"	3,660	"	3,660	"	3,660	3,660
04. Matoungda ...	"	3,946	"	3,946	"	3,946	3,946
05. Tahpoon ...	"	5,717	"	5,717	"	5,717	5,717
06. Pouktaw ...	"	3,960	"	3,960	"	3,960	3,960
07. Laydawkyundaw	"	1,699	1,700	3,399	"	3,399	3,399
Carried over ...	65,167	182,220	173,349	355,712	226,629	582,341	647,508

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing	West of Hleing.	Totals of 11 and 12			
10	11	12	13	14	15	16
114,135	113,898	147,637	261,535	132,648	394,183	508,318
"	"	"	"	1,733	1,733	1,733
"	"	"	"	450	450	450
"	"	"	"	1,507	1,507	1,507
"	"	"	"	2,053	2,053	2,053
"	"	"	"	1,065	1,065	1,065
"	"	"	"	1,582	1,582	1,582
"	"	"	"	1,181	1,181	1,181
"	"	"	"	1,044	1,044	1,044
"	"	"	"	1,998	1,998	1,998
"	"	"	"	1,213	1,213	1,213
"	"	"	"	713	713	713
"	"	"	"	918	918	918
"	"	"	"	194	194	194
"	"	565	565	"	565	565
"	"	653	653	"	653	653
"	"	"	"	"	"	"
"	4,197	"	4,197	"	4,197	4,197
"	4,926	"	4,926	"	4,926	4,926
"	2,521	"	2,521	"	2,521	2,521
"	3,668	"	3,668	"	3,668	3,668
"	12	"	12	"	12	12
"	"	67	67	"	67	67
"	"	1,332	1,332	"	1,332	1,332
"	4,709	"	4,709	"	4,709	4,709
"	"	3,665	3,665	"	3,665	3,665
"	1,411	"	1,411	"	1,411	1,411
"	2,661	"	2,661	"	2,661	2,661
"	1,958	"	1,958	"	1,958	1,958
"	2,568	"	2,568	"	2,568	2,568
"	922	922	1,844	"	1,844	1,844
114,135	143,451	154,841	298,292	148,299	446,591	560,726

TOWNSHIPS.	POPULATION.						
	Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.	Total Columns 3 and 8.
		EAST OF IRRAWADDY.			West of the Irrawaddy.		
		East of Hleing	West of Hleing.	Totals of 4&5.			
2	3	4	5	6	7	8	9
Brought forward...	65,167	182220	173492	355712	226,629	582,341	647,508
108. Toungon Zagong	"	4,159	"	4,159	"	4,159	4,159
109. Laymithna ...	"	5,270	"	5,270	"	5,270	5,270
110. Magagyan ...	"	4,158	"	4,158	"	4,158	4,158
111. Koobew ...	"	3,804	"	3,804	"	3,804	3,804
112. Toungngyo...	"	2,414	"	2,414	"	2,414	2,414
113. Tsoung-gwet	"	1,943	"	1,943	"	1,943	1,943
114. Goung-gyengdan	"	1,637	"	1,637	"	1,637	1,637
115. Minhla ...	"	4,304	"	4,304	"	4,304	4,304
116. Pouktaw ...	"	5,267	"	5,267	"	5,267	5,267
117. Lwenbyen ...	"	2,290	"	2,290	"	2,290	2,290
118. Tsanityua ...	"	3,718	"	3,718	"	3,718	3,718
119. Kyettike ...	"	5,571	"	5,571	"	5,571	5,571
120. Tarop-mhaw	"	"	2,209	2,209	"	2,209	2,209
121. Twenbyay ...	"	"	1,780	1,780	"	1,780	1,780
122. Hpaukabon ...	"	"	1,924	1,924	"	1,924	1,924
123. Tsengoung ...	"	"	3,258	3,258	"	3,258	3,258
124. Patsadaw ...	"	"	1,969	1,969	"	1,969	1,969
125. Endeingboo...	"	"	1,547	1,547	"	1,547	1,547
126. Pwaytha ...	"	"	1,499	1,499	"	1,499	1,499
127. Yuashee ...	"	"	345	345	"	345	345
128. Hleiplat ...	"	"	1,576	1,576	"	1,576	1,576
29. Thabyayhla	"	"	431	431	"	431	431
30. Oungbentha	"	"	1,392	1,392	"	1,392	1,392
31. Yaygin Mengyee	"	"	11,208	11,208	"	11,208	11,208
1. Prome (town)	"	"	"	22,739	"	22,739	22,739
2. Yathay ...	"	"	"	2,440	"	2,440	2,440
3. Mingala ...	"	"	"	7,229	"	7,229	7,229
4. Selingathoo...	"	"	"	8,790	"	8,790	8,790
5. Mogop ...	"	"	"	99,936	"	9,936	9,936
Carried over ...	65,167	222,755	202,636	480,519	226,629	707,148	772,315

AREA OF PADDY CULTIVATION.

Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing.	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
114,135	143,451	154,841	298,292	148,299	446,591	560,726
"	2,045	"	2,045	"	2,045	2,045
"	3,196	"	3,196	"	3,196	3,196
"	2,015	"	2,015	"	2,015	2,015
"	2,334	"	2,334	"	2,334	2,334
"	823	"	823	"	823	823
"	234	"	234	"	234	234
"	779	"	779	"	779	779
"	3,699	"	3,699	"	3,699	3,699
"	4,713	"	4,713	"	4,713	4,713
"	1,022	"	1,022	"	1,022	1,022
"	2,110	"	2,110	"	2,110	2,110
"	2,944	"	2,944	"	2,944	2,944
"	"	798	798	"	798	798
"	"	511	511	"	511	511
"	"	6	6	"	6	6
"	"	"	"	"	"	"
"	"	6	6	"	6	6
"	"	1,176	1,176	"	1,176	1,176
"	"	873	873	"	873	873
"	"	245	245	"	245	245
"	"	1,037	1,037	"	1,037	1,037
"	"	265	265	"	265	265
"	"	1,008	1,008	"	1,008	1,008
"	"	254	254	"	254	254
"	"	"	290	"	290	290
"	"	"	2,444	"	2,444	2,444
"	"	"	8,063	"	8,063	8,063
"	"	"	8,183	"	8,183	8,183
"	"	"	8,958	"	8,958	8,958
114,135	169,365	161,020	358,323	148,299	506,622	620,757

DISTRICTS.	TOWNSHIPS.	POPULATION.						Total Columns 3 and 8.	
		Valley of the Sit-toung	VALLEY OF THE IRRAWADDY.				Total of the Valley of the Irrawaddy 6 and 7.		
			EAST OF IRRAWADDY			West of the Irrawaddy.			
			East of Hleing	West of Hleing	Totals of 4 & 5.				
1	2	3	4	5	6	7	8	9	
PROME DISTRICT.	Brought forward	65,167	226,755	202,630	480,519	226,629	707,148	772,315	
	6. Thoowoonaboo	"	"	"	5,120	"	5,120	5,120	
	7. Kyoonzine ...	"	"	"	7,796	"	7,796	7,796	
	8. Okashittoung	"	"	"	938	"	938	938	
	9. Mahathamman	"	"	"	7,053	"	7,053	7,053	
	10. Engma ...	"	"	"	24,487	"	24,487	24,487	
	11. Pongday ...	"	"	"	30,834	"	30,834	30,834	
	12. Kalathenga ...	"	"	"	2,285	"	2,285	2,285	
	13. Shwelay ...	"	"	"	3,848	"	3,848	3,848	
	14. Myodoung ...	"	"	"	10,255	"	10,255	10,255	
	15. Yuabine ...	"	"	"	4,933	"	4,933	4,933	
	16. Nyoungbentseik	"	"	"	5,305	"	5,305	5,305	
	17. Pyallop ...	"	"	"	985	"	985	985	
	18. Pyinbouk ...	"	"	"	943	"	943	943	
	19. Boollay ...	"	"	"	2,543	"	2,543	2,543	
	20. Tsindook ...	"	"	"	1,264	"	1,264	1,264	
	21. Myohla ...	"	"	"	1,908	"	1,908	1,908	
	22. Meeaday ...	"	"	"	"	22,765	22,765	22,765	
	23. Thayetmyo (including Thayetmyo town population 8543)	"	"	"	"	20,548	20,548	20,548	
	24. Mindoon ...	"	"	"	"	17,529	17,529	17,529	
	25. Mindat ...	"	"	"	"	2,514	2,514	2,514	
	26. Kama ...	"	"	"	"	18,270	18,270	18,270	
	27. Myawaddy ...	"	"	"	"	5,455	5,455	5,455	
	28. Padoung ...	"	"	"	"	34,053	34,053	34,053	
	29. Shoav doung (including Shoav town. population 9,500) ...	"	"	"	"	39,835	"	39,835	39,835
	TOUNGOO DISTRICT.	1. Myoma (inclgdg Toungoo, population 9,663) ...	9,663	"	"	"	"	"	9,663
		2. Dwayawuddee (a)	3,538	"	"	"	"	"	3,538
		Carried over ...	78,868	226,755	202,630	630,851	347,763	978,614	1,056,982

AREA OF PADDY CULTIVATION.

Valley of the Sit- toun- g.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irra- waddy.	Total of th Valley of the Irrawaddy Columns 13 and 14	
	East of Hleing.	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
114,135	169,365	161,020	358,323	148,299	506,622	620,757
"	"	"	7,693	"	7,693	7,693
"	"	"	6,342	"	6,342	6,342
"	"	"	632	"	632	632
"	"	"	6,718	"	6,718	6,718
"	"	"	19,709	"	19,709	19,709
"	"	"	21,247	"	21,247	21,247
"	"	"	2,023	"	2,023	2,023
"	"	"	2,128	"	2,128	2,128
"	"	"	4,155	"	4,155	4,155
"	"	"	3,438	"	3,438	3,438
"	"	"	2,676	"	2,676	2,676
"	"	"	323	"	323	323
"	"	"	287	"	287	287
"	"	"	955	"	955	955
"	"	"	864	"	864	864
"	"	"	775	"	775	775
"	"	"	"	7,675	7,675	7,675
"	"	"	"	10,306	10,306	10,306
"	"	"	"	12,409	12,409	12,409
"	"	"	"	462	462	462
"	"	"	"	14,297	14,297	14,297
"	"	"	"	3,546	3,546	3,546
"	"	"	"	25,100	25,100	25,100
"	"	"	19,380	"	19,380	19,380
"	"	"	"	"	"	"
289	"	"	"	"	"	289
114,424	169,365	161,020	457,668	222,094	679,762	794,186

DISTRICTS.	TOWNSHIPS.	POPULATION.						
		Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.				Total Columns 3 and 8.	
			EAST OF IRRAWADDY.			West of the Irrawaddy.		Total of the Valley of the Irrawaddy 6 and 7.
			East of Hleing.	West of Hleing.	Totals of 4 & 5.			
1	2	3	4	5	6	7	8	9
TOUNGOO situated entirely in the valley of the Sittang River.	Brought forward	78,368	226755	20 630	"	347,763	978,614	1,056,982
	3. Bahuoung ..	3,198	"	"	"	"	"	3,198
	4. Yaygyee ...	369	"	"	"	"	"	369
	5. Tseibin... ..	1,493	"	"	"	"	"	1,493
	6. Hlayhla ...	4,324	"	"	"	"	"	4,324
	7. Dwayawuddee(b)	3,709	"	"	"	"	"	3,709
	8. Koungyau ...	5,037	"	"	"	"	"	5,037
	9. Pouktau ...	3,686	"	"	"	"	"	3,686
	10. Tetpyouk ...	3,284	"	"	"	"	"	3,284
	11. Zeeawuddee...	7,715	"	"	"	"	"	7,715
	12. Baunee ...	3,621	"	"	"	"	"	3,621
	13. Bombadee ...	2,842	"	"	"	"	"	2,842
	14. Maybalan ...	1,412	"	"	"	"	"	1,412
	15. Tabee ...	5,520	"	"	"	"	"	5,520
	16. Maybin ...	2,111	"	"	"	"	"	2,111
	17. Tsebengyee ..	2,643	"	"	"	"	"	2,643
	18. Kanee ...	2,581	"	"	"	"	"	2,581
	19. Kalwee ...	1,575	"	"	"	"	"	1,575
	20. Tswa ...	2,319	"	"	"	"	"	2,319
	21. Tsyne ...	1,366	"	"	"	"	"	1,366
	22. Thagara ...	291	"	"	"	"	"	291
	23. Myo Hla ...	817	"	"	"	"	"	817
	24. Koon oung ...	1,734	"	"	"	"	"	1,734
	25. Mee oung doo	1,452	"	"	"	"	"	1,452
	26. Myakaw ...	1,422	"	"	"	"	"	1,422
		Total... ..	142889	226755	202630	630851	347,763	978,614

AREA OF PADDY CULTIVATION.

AREA OF PADDY CULTIVATION.						
Valley of the Sit-toung.	VALLEY OF THE IRRAWADDY.					Total Columns 10 and 15.
	EAST OF THE IRRAWADDY.			West of the Irrawaddy.	Total of the Valley of the Irrawaddy Columns 13 and 14.	
	East of Hleing.	West of Hleing.	Totals of 11 and 12.			
10	11	12	13	14	15	16
114,424	169,365	161,020	457,668	222,094	679,762	794,186
1,556	"	"	"	"	"	1,556
282	"	"	"	"	"	282
1,305	"	"	"	"	"	1,305
3,993	"	"	"	"	"	3,993
398	"	"	"	"	"	398
3,382	"	"	"	"	"	3,382
3,022	"	"	"	"	"	3,022
2,698	"	"	"	"	"	2,698
3,668	"	"	"	"	"	3,668
1,494	"	"	"	"	"	1,494
820	"	"	"	"	"	820
278	"	"	"	"	"	278
156	"	"	"	"	"	156
32	"	"	"	"	"	32
853	"	"	"	"	"	853
194	"	"	"	"	"	194
956	"	"	"	"	"	956
230	"	"	"	"	"	230
135	"	"	"	"	"	135
142	"	"	"	"	"	142
101	"	"	"	"	"	101
686	"	"	"	"	"	686
830	"	"	"	"	"	830
577	"	"	"	"	"	577
142,212	169,365	161,020	457,668	222,094	679,762	821,974

ABSTRACT.

POPULATION.							AREA OF PADDY CULTIVATION.									
DISTRICTS.	VALLEY OF THE IRRAWADDY.								Total Columns 3 and 8.	VALLEY OF THE IRRAWADDY.						
	Valley of the Sit- tong.	EAST OF IRRAWADDY.				West of the Irra- waddy.	Total of the Valley of the Irrawaddy.	EAST OF THE IRRAWADDY.			West of the Irra- waddy.	Total of the Valley of the Irrawaddy.				
		East of Hleing	West of Hleing	above the Hleing	Total of the Valley of the Irrawaddy			West of Hleing.		Above the Hleing.						
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Rangoon...	65,167	131,850	143,659	"	"	275,509	340,676	114,135	113,898	147,637	"	"	261,535	375,670		
Myanong	"	94,905	58,971	"	226,629	380,505	380,536	"	55,467	13,383	"	148,299	217,149	217,149		
Preme ...	"	"	"	201,466	121,134	322,600	322,600	"	"	"	127,283	73,795	201,078	201,078		
Toungoo	77,722	"	"	"	"	"	77,722	28,077	"	"	"	"	"	28,077		
Total	142,889	226,755	202,630	201,466	347,763	978,614	1,121,503	142,212	169,365	161,020	127,283	222,094	679,762	821,974		

Vol 8

49

EXTRACT

FROM THE

RANGOON TIMES,

Of July 18th, 1868.

In our issue of the 27th June, in commenting on a long article in the *Rangoon Gazette* of the 23rd idem, relative to the Messrs. Sprye's scheme, for a direct line of Railway from Rangoon to Western China — we pointed out that our present Chief Commissioner had never placed any obstacle in the way of further exploration of this route, although he had many objections to urge against carrying out the scheme, with all its contingent liabilities, in connection with the revenues of this province.

The Government of India and the Secretary of State with his Council, have come to the conclusion, with all the advantage of having last year's report by Captains Williams and Luard before them, that it would be unadvisable to grant any guarantee from Imperial revenues for the construction of such a line as is proposed by the Messrs. Sprye, and they undoubtedly decided that any further exploration beyond our own frontier, in this direction, would be perfectly superfluous, consequent on the admitted fact, that the British districts through which the line must pass up to this point, are not in the remotest degree capable of such development, as would warrant the construction of a Railway therein.

So far from Colonel Fytche having opposed the further prosecution of the survey, we find, in the 9th

and 10th paragraphs of his letter with which he forwarded the report by Captains Williams and Luard to Government, the following record in direct contradiction to any such supposition.

9. "It is consequently essential that the future course of the present route be examined, before a correct judgment can be formed of the comparative advantages it possesses, or does not possess, over other possible routes towards the same point as this line will probably reach.

10. "Whatever may be thought of this isolated portion of the projected line, I can have no hesitation in strongly recommending that the survey be continued to the confines of China—and that the examination proceed from the point where this year's work left off."

The Secretary of State for India refused sanction to the further prosecution of the survey on what may now be called the "Beeling Route" to Western China; Colonel Fytche had, in the meantime, foreseen that a favourable opportunity offered itself for opening up the old trade routes with China via Bhamo, and initiating relations of a commercial character with the Panthays and other settled races in the province of Yunan.

How this expedition has fared, is pretty well known to the public; it is not our intention here to dilate on this topic, suffice it to say that the Chief Commissioner can in no way be held accountable for the temporary detention of the exploring party, or for the graceful retirement from the scene of their labours of two of its most energetic members.

The cost of this Bhamo exploration to the merchants of Rangoon, will probably not be less than 20,000 rupees, the *Gazette*, in its issue of the 23rd instant, looks upon this liberal contribution towards

the expedition, as more the result of curiosity, than of any anticipation on the part of the merchants that any tangible benefits would accrue. Surely, if this be the case, if £2,000 can be given out of mere curiosity by a limited mercantile community like that of Rangoon, cannot our wealthy countrymen at home, merchants, manufacturers, cotton lords, traders, &c., as represented by the numerous Chambers of Commerce, who have petitioned various Secretaries of State on the subject, with much greater propriety and with less inconvenience to their pockets, afford to subscribe £5,000 or even £10,000, for the completion of a Survey, which they declare to be so essential for the furtherance of British interests and the extension of the Trade and Commerce which they themselves represent.

We feel assured that Colonel Fytche, would throw no obstacles in the way of a voluntary expedition, that might be organised by any portion of the mercantile community in the United Kingdom, even had they no more laudable aim in view than the mere gratification of curiosity. But why should the revenues of this province be taxed to satisfy such a curiosity, which cannot possibly lead to anything affecting its material interests for the next ten or fifteen years? Why is it to be saddled in its youth, with the grave incubus of guaranteeing the cost with interest of 650 miles of railway, out of which it is admitted that 250 or 300 miles can never pay, unless a vast accession to the population takes place by immigration or otherwise.

We are told that the Shans (evidently a crowded out nation, according to some people's notions) will flock in shoals to work on the line, and to take up and cultivate the present desolate slopes of the Karen hills as well as the rich valleys of the Yoonzaleen and Beeling rivers. But, joking apart, this is mere tall talk, as our American cousins would say, and there is, and has

been nothing, positively to show that any such immigration would ensue ; even if it did take place, on any large scale, we cannot see that a railway, dependent for its profits, upon tapping the Shan States, would be much benefited thereby, for inasmuch as the atoms of industry in the British territory would be increased in numbers, so proportionately would they be decreased in the Shan States.

The *Rangoon Gazette*, in a temperate rejoinder (vide its issue of the 30th ultimo), to our arguments in favour of a Railway to Prome being first formed, in preference to agitating the question of the direct Western China route, maintains that this latter line, if constructed in sections, would pay equally well with the Prome route.

We cannot possibly arrive at any such conclusion, after examining the statistics of population and trade which are given in the report submitted by Captains Williams and Luard, and also in the Administration Report of the Province for the year 1866-67.

We are told by the *Gazette*, that the line surveyed to the British frontier by Captains Williams and Luard, would, if constructed so far, pass through some of the most important towns and villages in the province, viz. : Pegu, Sittang, Kyketo, Beeling, &c., and that this portion of the line would pay, even without the extension of the Railway to Western China. We are afraid our contemporary has not studied very carefully the report furnished by these officers, and we would commend to his notice, among many others, the 35th paragraph for perusal ; for the benefit of our readers, we give here an extract : “ It would be of no practical
“ value to make an approximate estimate of the cost
“ of a Railway through the country we examined, for
“ our description of it will have shown, that to con-
“ struct a Railway, or even a Tramway within British
“ territory, in the direction in which we travelled,

“ would be at present absurd ; and that to be remunerative, it would have to be carried into Foreign States, where there is said to be a large trade.”

We find that these officers, while arriving at such a fair and reasonable conclusion on the prospects of any line, terminating within the limits of British territory, on the Beeling route, have, however, in many instances, given erroneous estimates of the population of towns and villages on that route.

The population of Pegu is stated to be 15,500—Sittang 3,800, Kyketo 5,300, Beeling 5,100, Yeoun 4,800. On referring to page 57 of the Administration Report, we do not find either Pegu, Kyketo, or Beeling included in the list of towns, containing more than 5,000 inhabitants. We have had opportunities of seeing some of these villages, for they are really nothing better, and we venture to state that, even at the present day, Pegu does not contain more than 5,000 souls, Sittang under 2,000, Kyketo and Beeling each less than 4,000.

Let us now look at the extent of cultivation and population per square mile of the country, traversed by the Beeling route—At page 16, Table No. 1, of the Western China Route report, the cultivated land is stated to be, only .044 of the total area of the townships traversed.

Table No. 2, at page 20, gives the population as 20.6 per square mile.

Referring to the Administration Report before quoted, we find the average population for the *whole province* to be 25.8 and .033 of its area under cultivation—this comparison, therefore, shews that the population on the Beeling route is much less than the *general average* for the whole province, including the immense tracts of almost unpopulated marshes and mountain ranges which so considerably reduce this

general average.—The area under cultivation is somewhat higher than the proportion for the whole province but this is easily explained by the very large extent of cultivation between Rangoon and Sittang. This portion of the country be it observed, has almost perfect water communication with Rangoon by means of the Pyne Keyun creek, the Pegu river and the Puzzoon-doung and other creeks which traverse the plains between Rangoon and Pegu. By the Beeling route we should not intercept any of the present trade with upper Burmah via Tounghoo, the amount of which, however, is very trifling as compared with that via Prome and Thayetmyo. We find that the total value of the trade by the latter route, previous to the rebellion, amounted to £1,375,455 and by the Tounghoo route to only £184,450. Taking all we have above noted into consideration, it appears to us almost incontrovertible that a railway of 245 miles in length by the Beeling route, terminating at our frontier on the Pah Choung, and constructed at a cost of even £2,500,000 (if it be possible to construct it for such a sum,) cannot possibly pay for at least a quarter of a century. Captains Watson, Williams, and Luard are unanimous in opinion, that to be of any use at all, the line must be extended at least as far as Mobyai in the Shan States, via Western Karennee, and this involves the construction of an additional length of railway of 122 miles—of which about 90 miles pass through an almost uninhabited tract of country—where the difficulties of construction in the matter of gradients, want of labor and food &c., will be, to the full, as great or greater than those to be encountered in crossing the Beeling and Yoonzaleen watersheds. Much stress has been laid upon the importance of this Western China route in a political sense, as certain to intercept the French in their advance up the Mekong or upper Cambodia river, and so prevent their diverting the trade by that stream down to Saigon. On this we could say much, but are content at present to expose

this fallacy, by referring our readers to M. Henri Monhot's recently published work on Siam, Cambodia and Laos, in which they will find that the Mekong or upper Cambodia river is almost as much obstructed by dangerous rapids, through a great part of its course as our own Salween river. Can we write anything further in exposition of the so called *facilities* and advantages of this direct route to Western China? Surely we have written more than enough to prove that this, at any rate, is not the *first line* of railway, for which the revenues of this province should be taxed to provide a guarantee. With all the real facts of the case before them; and no promise of a guarantee from Government, we cannot conceive it possible for any but a multitude of madmen from Hanwell or Bedlam, to enter upon such a scheme at the present time. We, on the other hand, have advocated that the first line to be constructed in British Burmah, should be from Rangoon to Prome via the Irrawaddy valley. Its length will be between 170 and 180 miles, through an easy country the whole way, and it might be extended hereafter, up to Mandalay the present capital of Upper Burmah, and also into the Shan States either from Mandalay or from some intermediate point.

In a Military point of view, there is no question as to the importance of this route, and we hope to point out in a few lines, the practical advantages it possesses on commercial and economical considerations over other routes. In the first place, we find that the Railway would pass through and affect an area of about 6,000 square miles of country, with a population of over half a million of souls in our own territory. Prome, the proposed terminus for the present, is already a prosperous commercial mart, with 23,000 inhabitants, and near the route which the Railway would take are Henzadah, of which, the population is 14,000, Myan-oung, 6,000; Kyangheen, 8,000; and Shoaydoug, 10,000, besides many other villages which cannot muster the requisite 5,000, to be noticed in the annual

reports. As previously mentioned there is a trade already existing with Upper Burmah of nearly a million and a half sterling in value, which is likely to increase considerably, if not impeded by anarchy or disturbance in that country. In the matter of construction, we understand that there is no difficulty whatever, the bridge over the Hline river, being the only large one that would have to be constructed, this would not exceed 600 feet in length, and in addition to this, probably two others, each of 300 feet in length may be required over cuttings that may be necessary for the drainage of the land to the westward of the Railway Embankment. On the Beeling route we find there would be required one bridge of 1,500 feet over the Sittang, and seven other bridges of from 200 to 450 feet each in length. As regards labourers we are credibly informed that there will be no scarcity, 15,000 having, at one time, been employed during last working season on the construction of the Western Irrawaddy embankments. The extreme cost of a Railway in this direction including stations, plant, rolling stock for a single line with earthwork, bridging and ballast for a double one, and compensation for land would not exceed £9,000 per mile, so that the entire line to Prome could be constructed and placed in working order for a sum not in excess of £1,600,000. On this, the full guarantee would only amount to £80,000 per annum, a sum which the revenues of this province could well afford, in the course of the next three or four years.

How stands the case as regards the Beelin route, if constructed as far as Mobyai, under which condition alone, any return could be looked for? Here we have

169	miles of easy line	at £10,000 per mile	£1,690,000
67	„ moderate	„ £20,000	„ 1,340,000
130	„ difficult	„ £30,000	„ 3,900,000
1	„ tunnelling	„ £170,000	„ 170,000
368	(Grand total miles,) costing		<u>£7,100,000</u>

The Prome line might be constructed and in full working order in 6 years, with an annual grant of about £250,000---the railway to Mobyai via Beeling, would under the same conditions, take nearly 30 years to construct, with an immense accumulation of guaranteed interest during that period, weighing most heavily on the resources of the Province.

Let us then be reasonable in our requirements, and instead of wasting valuable time in agitating for what at present must be looked upon, as a palpable absurdity, let us press on the attention of the Supreme Government and the Secretary of State, the plain and practical advantages of initiating Railway enterprise in Burmah, by the construction of a line from Rangoon to Prome.

We understand that neither of these high authorities are opposed to such a project, provided good cause can be shewn in favour of a guarantee. We must now leave the subject for the present, confident that our Chief Commissioner will show, at any rate, sufficient energy and ability to carry to a successful issue, the proposals he has already made to the Government in this matter, and that he will not be deterred by vague and meaningless taunts, from opposing schemes which, to say the least of them, are premature for a generation to come, and the constant agitation of which, tends to delude the public and draw away attention from projects of a much more practical scope and character.

reports. As previously mentioned there is a trade already existing with Upper Burmah of nearly a million and a half sterling in value, which is likely to increase considerably, if not impeded by anarchy or disturbance in that country. In the matter of construction, we understand that there is no difficulty whatever, the bridge over the Hline river, being the only large one that would have to be constructed, this would not exceed 600 feet in length, and in addition to this, probably two others, each of 300 feet in length may be required over cuttings that may be necessary for the drainage of the land to the westward of the Railway Embankment. On the Beeling route we find there would be required one bridge of 1,500 feet over the Sittang, and seven other bridges of from 200 to 450 feet each in length. As regards labourers we are credibly informed that there will be no scarcity, 15,000 having, at one time, been employed during last working season on the construction of the Western Irrawaddy embankments. The extreme cost of a Railway in this direction including stations, plant, rolling stock for a single line with earthwork, bridging and ballast for a double one, and compensation for land would not exceed £9,000 per mile, so that the entire line to Prome could be constructed and placed in working order for a sum not in excess of £1,600,000. On this, the full guarantee would only amount to £80,000 per annum, a sum which the revenues of this province could well afford, in the course of the next three or four years.

How stands the case as regards the Beelin route, if constructed as far as Mobyai, under which condition alone, any return could be looked for? Here we have

169	miles of easy line at £10,000 per mile	£1,690,000
67	„ moderate „ £20,000 „	1,340,000
130	„ difficult „ £30,000 „	3,900,000
1	„ tunnelling „ £170,000 „	170,000
368 (Grand total miles,) costing		£7,100,000